NORTH SHORE RAILWAY.

FURTHER SUPPLEMENTAL REPORT

OF THE

CHIEF ENGINEER

UPON THE LOCATION OF THE LINE WITHIN THE CITY OF QUEBEC.

OFFICE OF THE ENGINEER IN CHIEF,

Quebec, September 9th, 1874.

MR. PRESIDENT,

Referring to a Report under date of August 13th, 1874, "upon the location of the Line within and near the City of Quebec" which I had the honor of submitting to the Board of Directors at its last monthly meeting, in which report it was respectfully recommended, for the reasons therein stated, that the location of the line as adopted at a previous meeting of the Board, through Prince Edward street, be rescinded, and that a line through Commissioner's street, as shown upon the map accompanying said Report, be substituted therefor. I beg to state, that I still entertain the views expressed in that Report, with reference to the location of that portion of the line situated

within the limits of the City of Quebec; and I therefore deem it my duty to most respectfully but earnestly request that the Board will give this matter its further and most careful re-consideration before it shall become too late to do so.

If the Board however, shall finally determine to adhere to the location through Prince Edward street, I would most respectfully recommend that the line be changed between St. Pauls Market and Prince Edward street, so as to conform to the dotted red line as shown upon the map above referred to; and that the Company apply to the City Council for the right to occupy the lands colored green upon this map, so far as it may be found necessary to do so, in lieu of, or in addition to the lands already granted to the Company by the City Council.

My reasons for making the above recommendation at the present time, may be briefly stated as follows:

1. By referring to my report of July 9th, 1874, "Upon the location of the line within and near the City of Quebec," it will be seen that the location in Prince Edward street was recommended upon the supposition that the work shops of the Company would be located upon "Block C," as shown upon the map accompanying that Report; and also upon the further supposition, that the line would be carried in the rear, or upon the river front of the General Hospital grounds.

Since the approval by the Board of the location then recommended, it has been ascertained that neither of these suppositions can be realized without great trouble and expense to the Railway Company; and hence it was, that a change in the location was recommended in my Report of August 13th, 1874.

2. It will further be seen, by referring to the map dated

July 9th 1874, that the grounds colored green upon that map, make no provision for the location of the work shops in the vicinity of Palace Harbour; but embrace only such as may be required for necessary sidings, and the extension of a freight track to deep water.

Therefore, if the work shops are eventually to be built in that locality, it will be necessary for the Company to obtain a much larger concession of ground from the City Authorities than is provided for upon that map.

3. By adopting the line now recommended and shown upon the map, dated 13th August, 1874, it will be observed that it approaches considerably nearer to the inner angle of the harbor, and thus saves the unnecessary expense of filling up the outer portion of the harbor for the purpose of erecting work shops; and it also saves the expense of constructing a large amount of wharfing in deep water, which, by the terms of the City Ordinance, the Company is bound to do, in consideration for the wharfage room taken from the City.

4. The grounds designated upon the map dated July 9th, 1874, leave a considerable triangle within the Palace Harbor, fronting St. Paul and St. Roch's streets, entirely unutilized for any purpose; whereas the grounds designated upon the map dated August 13th, include this triangle, and make it useful for sidings, &c.

5. It is believed that the cost of right of way through private property, west of Palace harbor, will be less upon the line now recommended than upon the line adopted on July 9th, 1874.

6. If any serious or unforeseen difficulty should hereafter be found in passing through Prince Edward street, as I have much reason to fear there will be, the line now recommended may be easily turned into Commissioners

street, whereas this cannot be done within reasonable limits of curvature, if the line as now located is adhered to.

7. The line as now recommended affords a considerably longer tangent extending outward from the passenger station, than the one shown upon the map dated July 9th, 1874, which will be found of great value in the working of the road.

8. It will be observed that the line, as located on 9th July, passes along the western boundary of Prince Edward street, thus making it necessary for the Company, before commencing work at that point, to purchase this entire front at a price which will compensate the owners for being deprived of the use of the street, except at the street crossings. Whereas the line now recommended passes through the center of the street, thus leaving the question of damages, if any, to adjoining property, to be settled hereafter.

9. If any change is made in the location, near the commencement of the road, it is important that it be done before work is commenced upon the station buildings; and on that account an early decision of this question is very desirable.

I have traced, in a broken "blue" line upon the map accompanying my report of August 13th, the line as located, by Resolution of the Board on July 9th 1874; also the boundary of the lands already granted to the Railway Company, by the City of Quebec.

The Contract provides "that the most direct and practicable route of which the capabilities of the Country will reasonably admit, shall be adopted, both for the Main Line and Branch."

The Specifications also provide that "the location of the line and the arrangement of grades between the initial and

terminal points, will be made under the direction of the Engineer in Chief, and subject to the approval of the Board of Directors of said Company."

Having, as before stated, recommended a location on the 9th July 1874, which was based upon a supposed state of things which, it has since been ascertained, does not exist; and having since become fully satisfied that the best interests of the Company will be promoted by a change in that location; and inasmuch as no money has been expended upon, nor public record made of the former location, and no trouble can now be involved by making the change, except to apply to the City Council for the necessary additional grounds for terminal purposes, I have therefore deemed it to be within the strict line of my duty, first to recommend a change to be made in the location, from Prince Edward street, to Commissioner's street, for the reasons stated in my Report of August 13th; and having failed in satisfying the Board of the propriety of making that change, to now recommend a change in the manner of entering and passing through Prince Edward street, for the reasons stated in the present report.

Having thus performed my duty to the Company, the matter is now left in the hands of the President.

I have the honor to remain,

Mr. President,

Your obedient Servant,

SILAS SEYMOUR,

Engineer in Chief.

To

Colonel Wm. Rhodes,

President of the

North Shore Railway Company,

Quebec.